

9. Battery

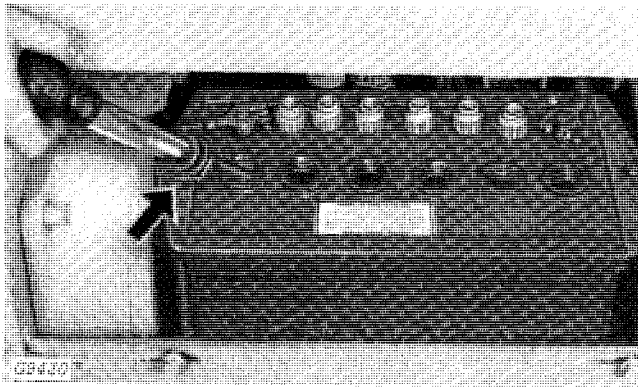


Fig. 9-Battery

Check battery electrolyte level. If distilled water is not available, use clean soft water. Avoid use of hard water. Remove foreign material from top of battery. Tighten terminal connections and coat terminals with petroleum jelly. Clean vent holes in battery caps.

Battery electrolyte level checked Yes No
 Terminal connections checked Yes No

10. Tire Pressure

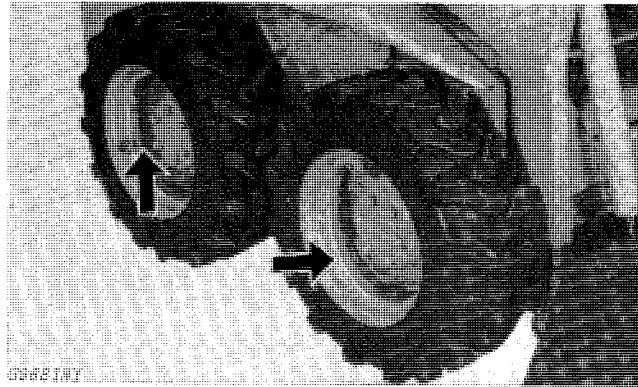


Fig. 10-Tires

Check air pressure in tires with an accurate gauge having 1-pound (.0689 bar) (6.895 kPa) graduations.

All tires must be identical in psi rating.

Tire Size	Ply Rating	Inflation Pressure
10 x 16.5	4	40 psi (2.75 bar) (275.8 kPa)
7 x 15	6	35 psi (2.41 bar) (241.3 kPa)
15.5 x 15	8	45 psi (3.1 bar) (310.3 kPa)

Tire pressure checked Yes No

11. Wheel Lug Nuts

The wheel lug nuts must be tightened to 90 ft-lbs (122 N·m).

Wheel lug nuts tight Yes No

12. Check Seat Operation

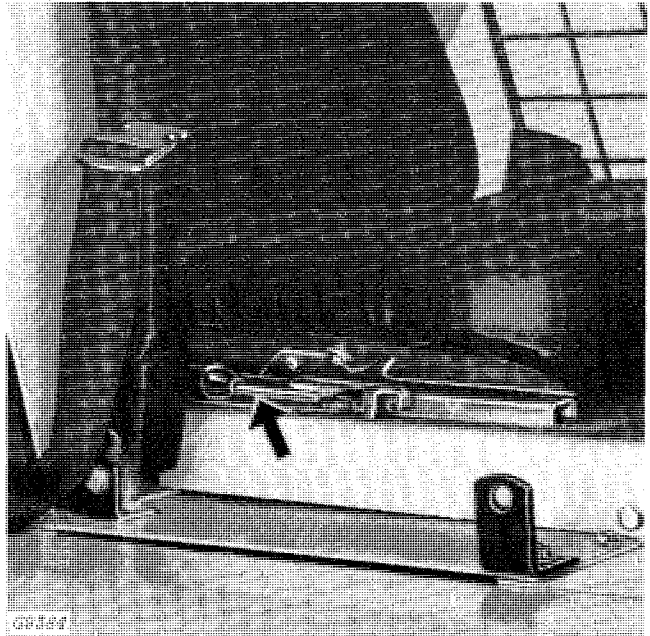


Fig. 11-Adjustment Lever

Check the distance from seat to control pedals and move seat forward or rearward for correct position.

Seat adjusted Yes No

13. T-Bar Lever Control

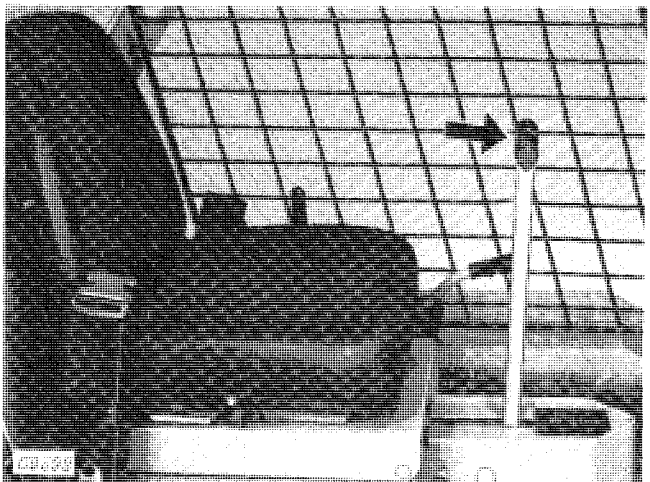
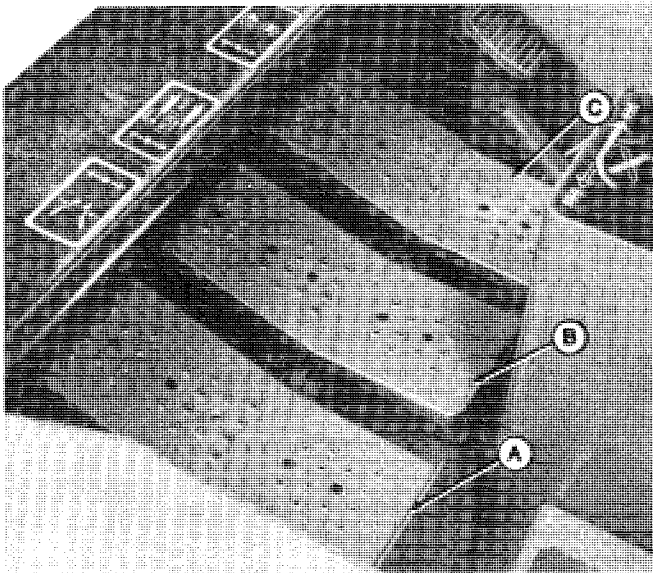


Fig. 12-T-Bar Lever

Check forward, rearward, left-hand and right-hand movement by moving T-bar lever control from neutral position forward and rearward, and turning from side to side.

Steering control checked Yes No

14. Check Boom, Bucket and Auxiliary Pedal Operation



M27751

A—Boom Pedal B—Auxiliary Pedal C—Bucket Pedal

Fig. 13-Boom, Bucket and Auxiliary Pedals

The boom control pedal is located on the floor of the loader on the left-hand side.

To raise the boom, push down on the rear of the boom control pedal.

To lower boom push down on the front of the boom control pedal.

NOTE: When raising or lowering the boom, the boom control lever will always return to the neutral position when released.

To position the boom in the float position, move the control pedal all the way down on the front of the control pedal to the detent position. Pedal will remain in the float (detent) position until manually returned to neutral.

CAUTION: To avoid free-fall of load when lowering boom, do not fully depress boom control pedal. Carry load as low as possible. Never make sharp maneuvers with boom in raised position.

CAUTION: When parking, always lower the boom to the ground before dismounting.

The bucket control pedal is located on the floor of the loader on the right-hand side.

To curl the bucket inward or raise the front of the forks, push down on the rear of bucket control pedal.

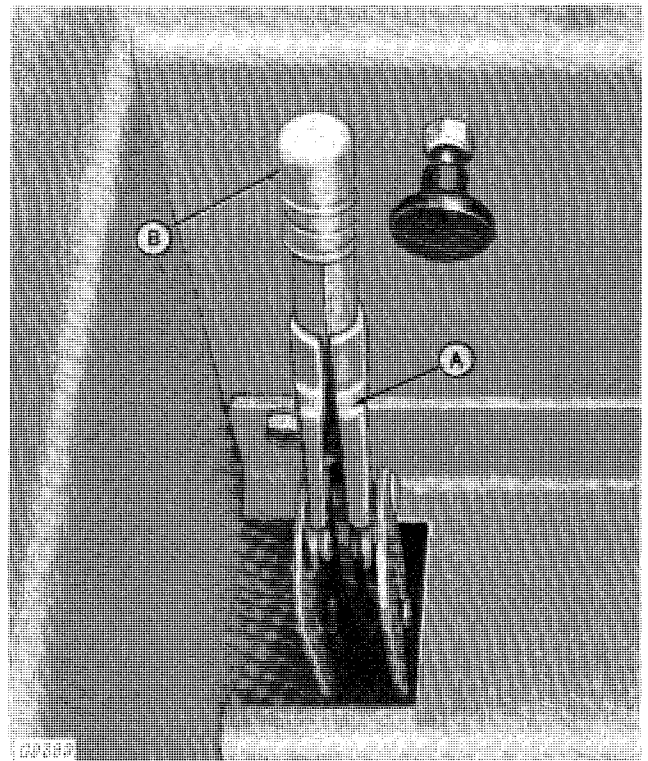
To dump bucket or lower front of forks, depress front of bucket control pedal.

The auxiliary pedal is standard on loaders beginning with Serial No. 120,001 and up. It is optional on all other loaders. The auxiliary pedal operates the teeth on a trencher, the fork on a grapple or the auger on a post hole digger.

Push down on rear of pedal and engage lock for continuous operation. To release pedal, push down on rear of pedal, disengage lock and allow pedal to return to neutral.

Boom control pedal operational	Yes	No
Bucket control pedal operational	Yes	No
Auxiliary control pedal operational	Yes	No

15. Check Brake Operation (Serial No. -120,000)



A—Brake Handle

B—Adjustment Knob

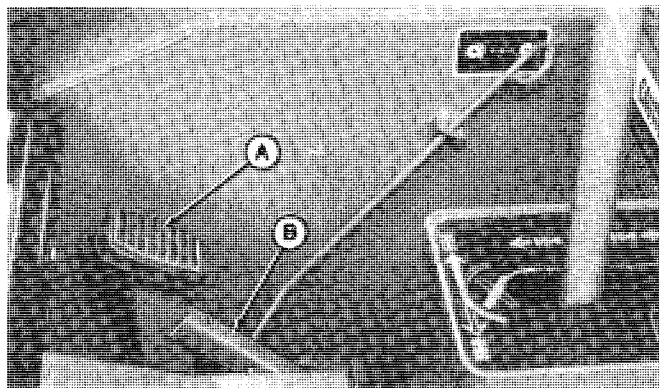
Fig. 14-Parking Brake

The brake handle is on the right side of the loader. Pull the brake handle rearward to set the brake. To release the brakes, push the brake handle forward.

If the brakes are slipping, turn the adjustment knob on the brake handle clockwise to tighten the brake.

This should be done while the loader is on level ground, the transmission is in neutral, the engine is stopped and the parking brake handle is down.

(Serial No. 120,001-)



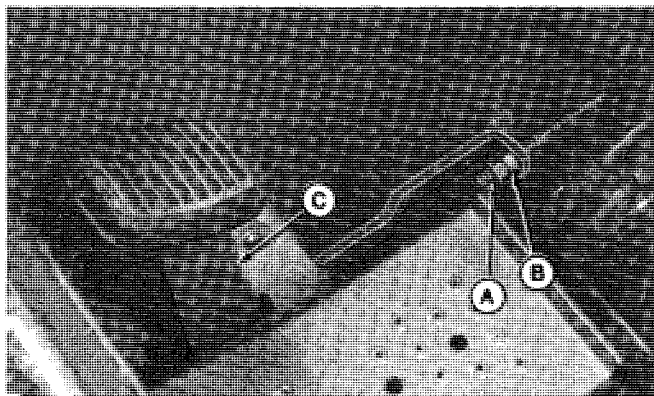
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A—Brake Pedal B—Brake Lock

Fig. 15—Parking Brake

The parking brake should hold when the brake lock engages the second ratchet tooth. To adjust brake:

Remove locking mechanism and right-hand floor plate.



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A—Jam Nut B—Nut C—Adjustment Link

Fig. 16—Adjusting Nut

Back off jam nut (A) and tighten nut (B). Tighten jam nut (A).

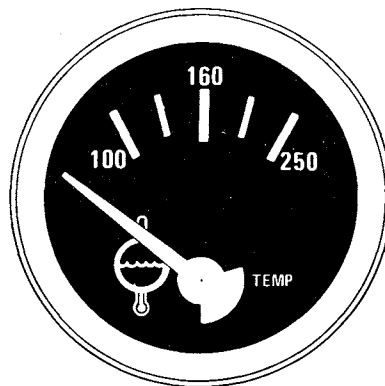
If additional take-up is needed, move clevis pin to next hole in adjustment link. Be sure jam nut is tightened before replacing floor plate.

Assemble floor plate and locking mechanism in the reverse order.

Parking Brake Adjusted Yes No

16. Checking Instruments and Gauges

When operating the loader check the engine coolant temperature gauge, oil pressure gauge, hydraulic vacuum gauge and ammeter.

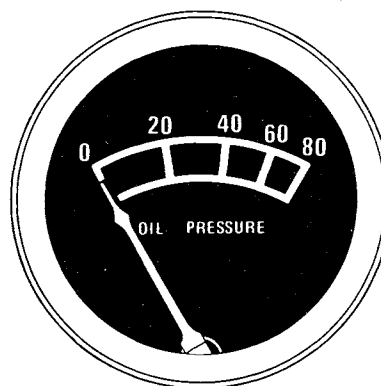


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Fig. 17—Water Temperature Gauge

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The water temperature gauge indicates the temperature of engine water coolant.

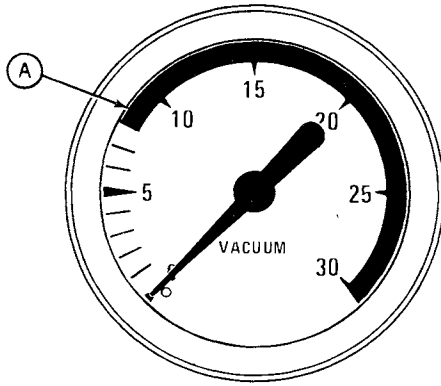


G9531

Fig. 18—Oil Pressure Gauge

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The oil pressure gauge gives the oil pressure of the engine.



G9589

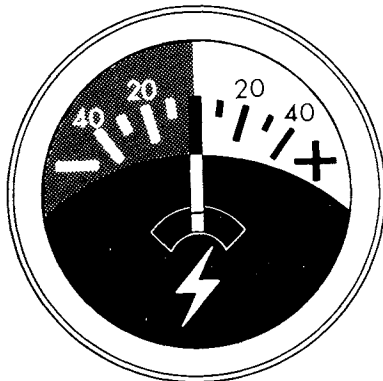
Fig. 19-Hydraulic Vacuum Gauge

G9589

The hydraulic vacuum gauge measures the hydraulic oil in inches of mercury. If the needle of the gauge is in the red zone after 30 to 45 minutes of operation, change the hydraulic oil filters.

IMPORTANT: Filters are to be changed every 100 hours of operation. This gauge is for added protection. If the filters are not changed, recirculation of foreign material in the system will cause damage to the pump, valves, and cylinders.

NOTE: Both filters must be changed.



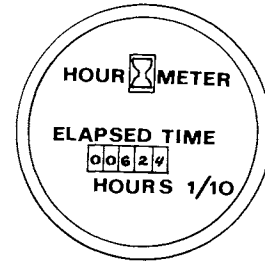
G9451

Fig. 20-Ammeter

G9451

If the ammeter needle is pointing straight up or in the "plus" area, the alternator is charging.

If the needle goes into the "minus" area with the engine operating, stop the engine and determine the cause.

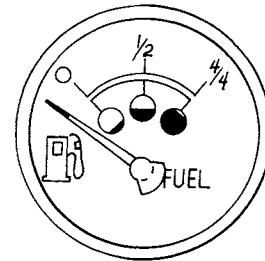


M26434

Fig. 21-Hour Meter

M26434

The hour meter shows accumulated service in hours and tenths of hours. Use the meter to determine the lubrication and periodic service requirements.

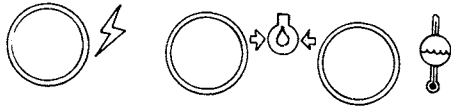


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Fig. 22-Fuel Gauge

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Fuel gauge indicates amount of fuel in tank.



M26436

M26436

Fig. 23-Warning Lights

The warning lights will light when the alternator isn't charging, oil pressure is low, or engine temperature is high. The oil indicator lamp and alternator indicator lamp should glow when key switch is turned to start position.

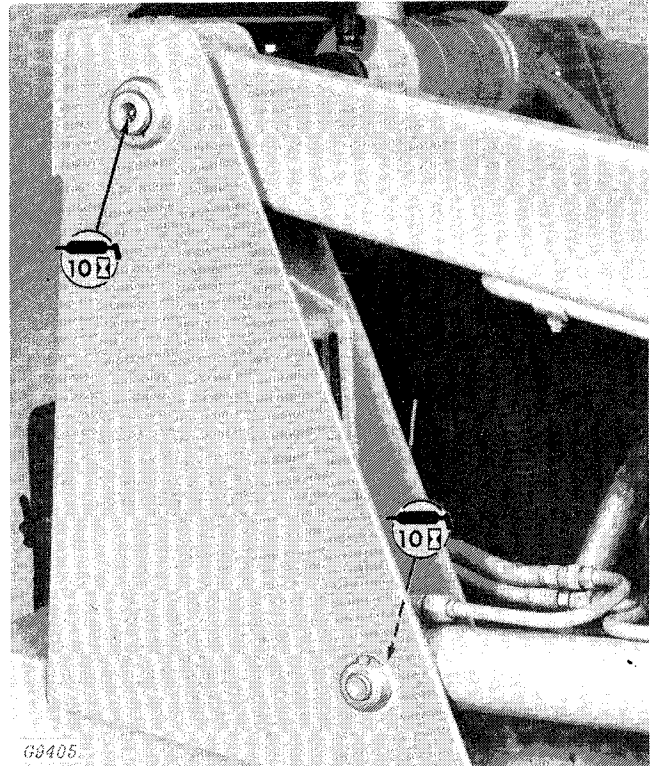
NOTE: Alternator indicator lamp will glow at idle speed but will go out when idle speed is raised.

A warning buzzer accompanies engine oil pressure lamp. Any time buzzer sounds, stop loader immediately and determine the cause. As a test, buzzer should sound every time key switch is turned on with engine stopped, since engine oil pressure is zero.

LUBRICATION

All grease fittings were properly lubricated and checked before the loader left the factory. However, to insure proper customer satisfaction, check each fitting shown in the following pages and lubricate it, if necessary, with John Deere Multi-Purpose Lubricant.

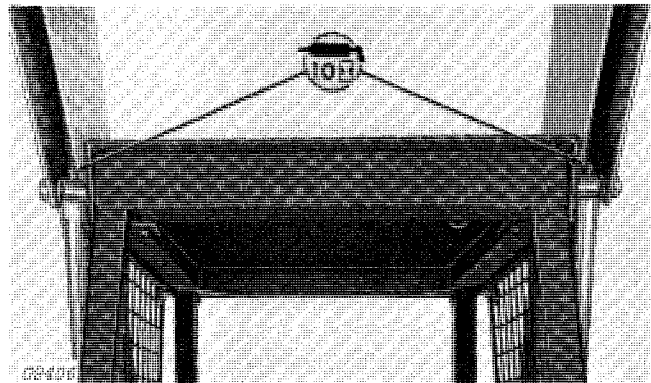
1. Lift Arm and Cylinder Lubrication



G9405

G9405

Fig. 24-Lift Arm Lubrication



G9406

Fig. 25-Cylinder Pivot Points

Lubricate pivot points and lift arm cylinder grease fittings every 10 hours of operation with two strokes of grease gun containing John Deere Multi-Purpose Lubricant.

2. Tilt Cylinders and Pivot Points

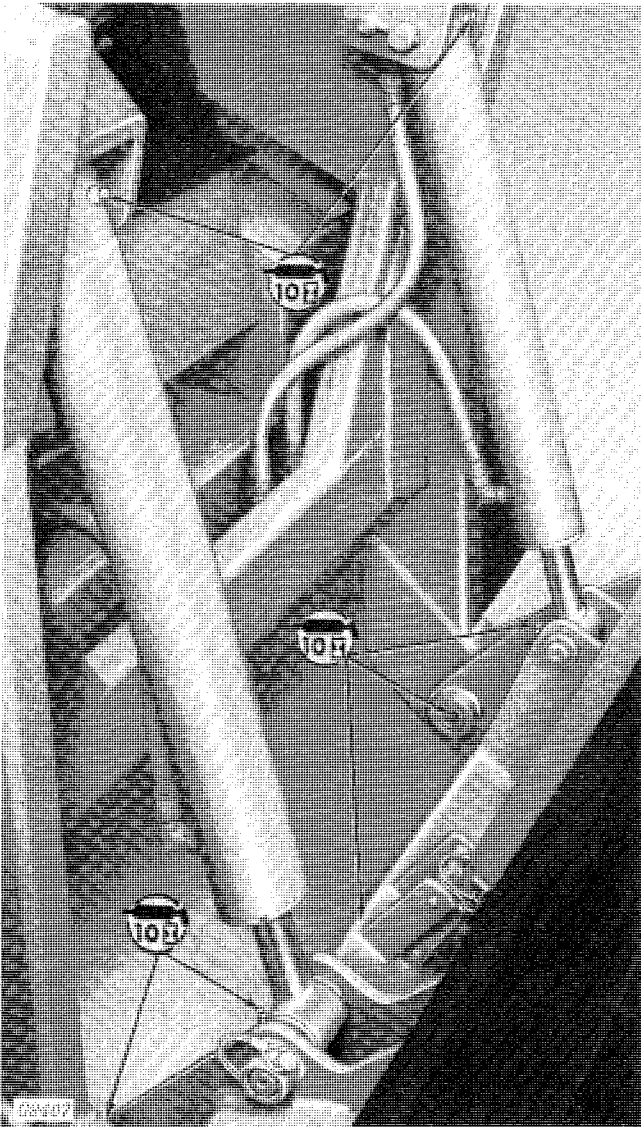


Fig. 26-Tilt Cylinder and Pivot Points

Lubricate pivot points and tilt cylinder grease fittings every 10 hours of operation with two strokes of grease gun containing John Deere Multi-Purpose Lubricant.

3. Engine Chain Coupler (Diesel) (Serial No. -120,000)

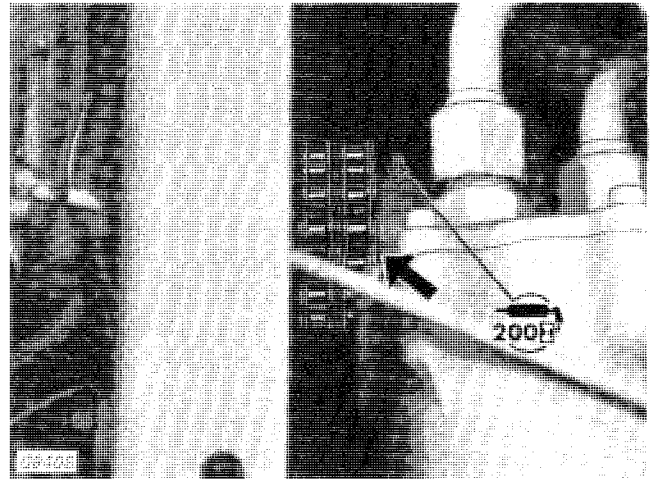


Fig. 27-Engine Chain Coupler

Lubricate engine chain coupler grease fitting every 200 hours of operation with two strokes of grease gun containing Moly Grease or equivalent.

DELIVERY SERVICE

A thorough discussion of the operation and service of a new machine at the time of delivery helps to assure complete customer satisfaction. Proper delivery should be an important phase of a dealer's program. A portion of the John Deere Delivery Receipt emphasizes the importance of proper delivery service.

It is a well-known fact that many complaints have arisen simply because the owner was not shown how to operate and service the new machine properly. Enough time should be devoted, at the customer's convenience, to introduce the owner to the new Skid-Steer Loader and explaining how to operate and service it.

The following procedure is recommended before the technician and owner complete the delivery acknowledgements portion of the Delivery Receipt.

Using the operator's manual as a guide be sure that the owner understands these points thoroughly:

1. The importance of safety.
2. The importance of lubrication and periodic services.
3. The importance of the break-in period.
4. Controls and instruments.
5. How to start and stop the engine.
6. All functions of the hydraulic system.

After explaining and demonstrating the above features, have the owner sign the Delivery Receipt and give the owner the operator's manual.

AFTER-SALE INSPECTION

The purchaser of a new John Deere machine is entitled to a free inspection at some mutually agreeable time within the warranty period after the equipment has been "run-in," usually at approximately 100 hours of machine operation. The terms of this after-sale inspection are outlined on the customer's John Deere Delivery Receipt.

The purpose of this inspection is to make sure that the customer is receiving satisfactory performance from the machine. At the same time, the inspection should reveal whether or not the machine is being operated, lubricated, and serviced properly.

If the recommended after-sale service inspection is followed, the dealer can eliminate a needless volume of service work by preventing minor irregularities from developing into serious problems later on. This will promote strong dealer-customer relations and present the dealer an opportunity to answer questions that may have arisen during the first few days of operation.

Group 15 LUBRICATION

GENERAL INFORMATION

Illustrated below is the periodic service chart which is mounted on the loader heat shield. More detailed information on servicing the loader can be found in the current Skid-Steer Loader Operator's Manual.

Use the operator's manual and the periodic service chart as references when servicing the loader. Remind your customer to thoroughly read the operator's manual before attempting to service or operate the loader.

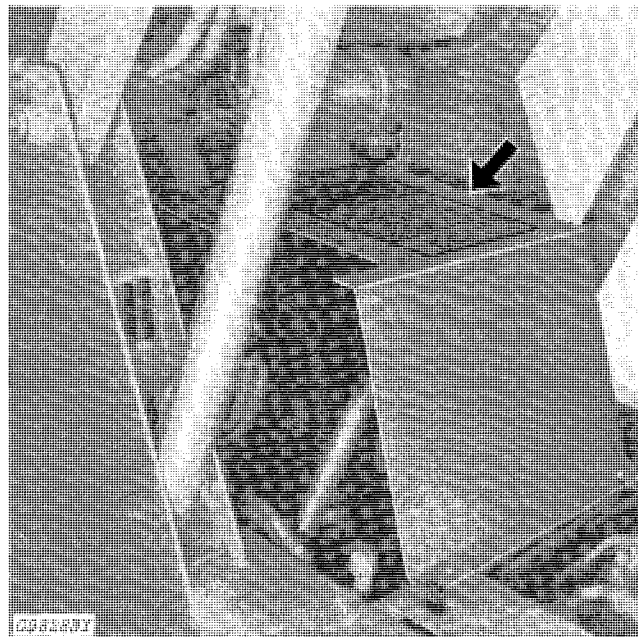
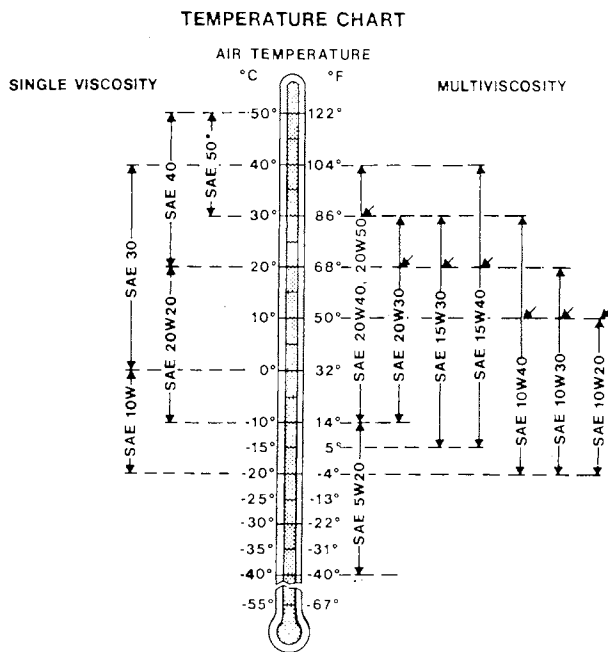


Fig. 1-Lubrication Chart

LUBRICANTS

Engine Oil



M26506

M26506

Fig. 2-Temperature Chart

John Deere TORQ-GARD SUPREME™ engine oil is recommended. If other oils are used, they must be premium quality engine oils meeting performance requirements of:

- API Service Classification CD/SC
- Military Specification MIL-L-2104C

For low temperature operation, where oils meeting the above requirements may not be available in appropriate viscosity grade, oils meeting the performance requirements of API Service Classification CS/SC or Military Specification MIL-L-46152 may be used, but at a shorter drain interval.

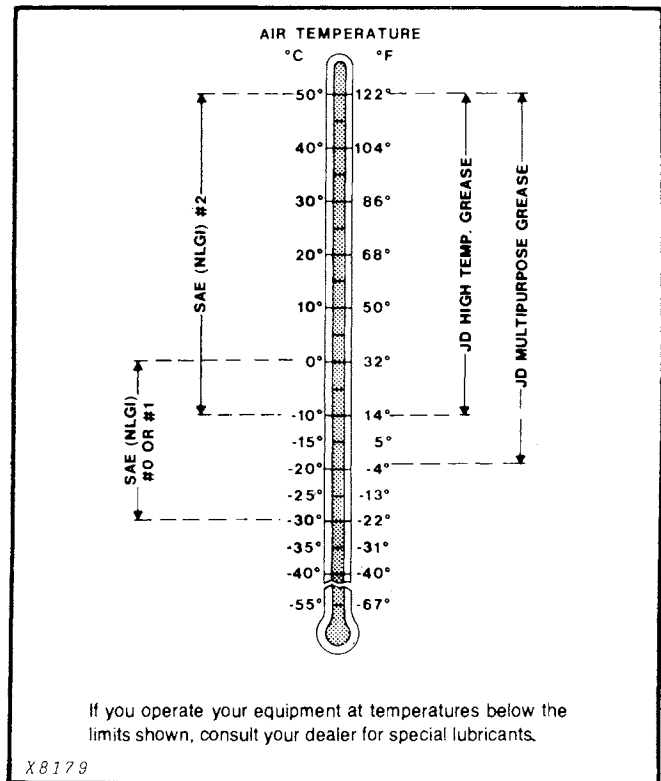
Quality engine oils are blended, so additives are neither required nor recommended.

NOTE: Some increase in oil consumption may be expected when SAE 5W-20 oil is used. Check oil level frequently.

Hydraulic Oil

Use John Deere All-Weather Hydrostatic Fluid, John Deere HY-GARD® Transmission and Hydraulic Oil, or an equivalent Type "F" Automotive Automatic Transmission Fluid.

Grease



If you operate your equipment at temperatures below the limits shown, consult your dealer for special lubricants.

X8179

X8179

Fig. 3-Grease Chart

John Deere Multipurpose Grease is recommended in all grease fittings. If other greases are used, use SAE Multipurpose Grease containing 3 to 5 percent molybdenum disulfide.

Use grease as shown in temperature chart.



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Section 20 DIESEL ENGINE

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